

THE DAILY BRITISH COLONIST

And Victoria Chronicle.

VOL. 23.

VICTORIA

V. J. BRITISH COLUMBIA, SATURDAY MORNING, MARCH 19, 1870.

NO 80.

THE BRITISH COLONIST
PUBLISHED DAILY BY
DAVID W. HIGGINS

TERMS:

One Year, (in Advance)	\$12 00
Six Months, do	6 00
Three Months, do	3 00
One Week, do	0 25

WEEKLY BRITISH COLONIST
PUBLISHED WEDNESDAY MORNING.

TERMS:

One Year	\$6 00
Six Months, do	4 00
Three Months, do	2 50
One Week, do	0 25

PAYABLE IN ADVANCE,
OFFICE—Colonist Building, Government and Langley
streets, adjoining Bank of British Columbia.

AGENTS.

S. D. Levi...	Nanaimo, V. I.
Grote & Clarkson...	New Westminster
Barnard's Express...	Victoria, V. I.
do	Yarrell
do	Vanier
do	Richfield
do	Barkerville
do	Camerontown
do	Clinton
do	Olympia, W. T.
do	Seattle, W. T.
rosby & Lowe...	Mr. Perkins...
do	David Stites...
Hudson & Sonet...	11 Clement's Lane, London
F. Algar...	30 Cornhill, New York
G. Street...	San Francisco
L. F. Fisher...	



FRED'K. REYNOLDS,
FAMILY BUTCHER

WHOLESALE & RETAIL DEALER IN

Meats and Vegetables,
PURVEYOR BY APPOINTMENT TO
HER MAJESTY'S ROYAL NAVY.

THE BEST ASSORTMENT OF ISLAND
and Mainland Beef and Mutton constantly on hand.

Hotels, Restaurants and Families supplied at short notice, and Meats delivered FREE or CHARGE to any part of the City or Suburbs with accuracy and dispatch.

Ships and Steamers supplied by contract at LOW

LONDON MARKET.

JACOB SEHL,

IMPORTER

AND

MANUFACTURER
HAS ON HAND ALL KINDS OF FURNITURE,
Carpet, Window Blinds and Curtains, Cornices;
Brass and Copper Poles.
WALLPAPER—Mats, of all kinds, Lounges, Tables,
Chairs, Bedsteads, Pictures, and a general assortment of
Upholstery Goods.
Also—Wall Paper Hung, Mattresses and Lounges Re-
paired and made to order, Carpets rolled and laid, and
all kinds of Upholstery work done at reasonable rates.
JOHN WEILER

• JOHN WEILER,
UPHOLSTERER AND PAPERHANGER,
FORT STREET, VICTORIA, V. I.

H. T. MANN & CO.,
Saddlers and Harness
MAKERS,
Fort Street, Victoria.

ARE NOW PREPARED TO SUPPLY

Common Trunks, to the Trade, at \$6 00 per
nest of 4, both qualities guaranteed superior to any yet
manufactured. Likewise everything in their line 10 per
cent cheaper and 50 per cent better than any other house
in town.

fe24 2w

FELL & FINLAYSON,

IMPORTERS AND DEALERS IN

GROCERIES, PROVISIONS, FRUIT, &c.
COFFEE & SPICE MILLS.
General Italian Warehousemen,
Wine and Spirit Merchants,

WHOLESALE AND RETAIL.

All Shipping Orders completely and promptly filled and
delivered per Express Van, Free of Charge.
FORT ST, VICTORIA, V. I., B. C.

Always ask for Fell's Coffee at the Mines.

JOHN GOODACRE,
BUTCHER.

ORIENTAL MARKET,
Fort Street, near Blanchard, Victoria, B.C.

DEALER IN

Meats of the Best Description,
Hams, Bacon, & Spiced Beef.

Meats supplied on the most Reasonable Terms, and
forwarded to any part of the Town Free of Charge.

fe18

HENRY BRACE,
WALSALL, STAFFORDSHIRE, GREAT BRITAIN.

Contractor to Her Majesty's Cavalry Forces,
Awarded Prize Medal, London Exhibition, 1851, and Juror's Medal
London Exhibition, 1862.

WHOLESALE SADDLER'S IRONMONGER.
MANUFACTURER OF ALL KINDS OF
Harness, Whips and Horse appointments for East
and West Indies, Australian and American Markets,
Patent Enamelled and all kinds of Dressing Leather for
Saddlers and Coach Builders, Lampas, Springs,
Screws, Boarding, and all kinds of Coach Furnishings.

The unengaged having been appointed Agent for
the trade.

THOS LEHTI STAHLSMITH,
Wharf Street.

FOR SALE CHEAP
A GALVANIZED CORRUGATED IRON
feeling. 6 ft beam and 3 ft wide. Also A CHRO-
NOMETER by Richard Horner & Son, Liverpool.
Apply to THE VANCOUVER COAL CO., Nanaimo.

fe18

Miscellaneous.

Barnard's Express
LINE STAGES.

ON THE OPENING OF NAVIGATION.

The stages of this line will be placed on the road
and leave

Yale for Soda Creek

On Mondays Wednesdays and Fridays,

Carrying Her Majesty's Mail, Barnard's Express and
Passengers, connecting at Soda Creek with the

Steamer Victoria

For Quesnel and Cottonwood Canon, which in turn
connects with the

Steamer Enterprise,

Thence to Fort George, making the trip from Yale to
Fort George in Six Days

Although settled Consumption, it has

been a great blessing to the miners

Fast Freight contracted for.

Ticket Office, Yates Street.

F. J. BARNARD,
Victoria, B. C., Feb 16, 1870
fe22&w

PEACE RIVER MINES.

ON THE OPENING OF NAVIGATION

BARNARD'S BRITISH COLUMBIA EXPRESS

Will extend its operations to the newly discovered
mines in the Omineca country.

Regular messengers will be placed on the
route, who will visit the various mining camps
and undertake transactions in every department
of the Express business.

Parties wishing to have their letters forwarded
will please register their names at any of
Barnard's Offices in British Columbia and
Wells, Fargo & Co., in California.

F. J. BARNARD.

fe22&w

RICHARD CARR

Commission Merchant.

IMPORTER AND DEALER IN

Groceries, Provisions and Oregon
Produce.

WHARF STREET, VICTORIA, BRITISH COLUMBIA. fe22w

YORKSHIRE PORK MARKET.

YATES STREET.

GREAT REDUCTION IN PRICES :

ON ACCOUNT OF DULL TIMES.

Mr. Heywood has concluded to lower the
prices of his Celebrated Pork Sausage and
other things in proportion.

From this date he will sell his

CELEBRATED SAUSAGE, 11-12 lbs for 25 cents

3 do do 50 cents

Farmhouse Pork, 15 cents per pound

Kidneys, 25 cents per dozen

Cook's Kidneys of Pork, 45 cents

Head Cheese, 15 cents per pound

Blood and Liver Sausages, 15 cents per pound

Spare Ribs of Pork, One Bit each.

J. HEYWOOD,
YORKSHIRE MARKET YATES STREET.

fe19

OREGON PRODUCE.

Ex California.

1015 SACKS BEAN,

513 do CHOPPED FRED,

Fresh from the Mills.

For Sale to the Trade Cheap, by

J. ROBERTSON STEWART.

Victoria, Feb 26, 1870.

fe20 1m

FOR SALE

AT THE

CLINTON MILLS,

200 Tons Extra Flour.

—ALSO—

40 PACK MULES

WITH APARAJOS.

JEROME BARBER.

Clinton, B. C., Jan 25th, 1870

fe20 1m

MORE THAN 200,000 Persons

Bear testimony to the Wonderful
Effects of

Dr. Joseph Walker's

These Bitters are not a filled Pill to delight the eye
but a medical Preparation imposed on

the best Regulate ingredients known.

fe18

CALIFORNIA VINEGAR BITTERS,

Manufactured from the native Herbs and Roots of
California.

fe20 1m

THE FOLLOWING PRIZES WERE REWARDED TO

J. & F. HOWARD,

Britannia Iron Works, Bedford,

The First Prize for the Best Wheel Plough for General
Purposes.

The First Prize for the Best Wheel Plough for Light Land

The First Prize for the Best Swing Plough for General
Purposes.

The First Prize for the Best Harrows for Horse Power.

The First Prize for the Best Steam Cultivator
Apparatus for Farms of moderate size.

The First and Only Prize for the best 5-toned Steam
Cultivator.

The First and Only Prize for the Best Steam Harrow

The First and Only Prize for the Best Steam Windlass.

The Silver Medal for their Patent Safety Boiler.

fe18

AGENTS

R. H. McDONALD & CO.

IMPORTING WHOLESALE,

THE BRITISH COLONIST.

Saturday Morning, March 19, 1870.

The Railway and Coach Road.

The discussion upon Section 8 of the Government Confederation Programme occupied the greater part of Wednesday and Thursday. The discussion was not altogether devoid of interest. It was not unmarked by ability. The language of the section is that 'No real union can exist between this colony and Canada without the speedy establishment of communication across the Rocky Mountains by Coach Road and Railway.' On this proposition the House was somewhat divided. The right wing held that although such communication was essential to a prosperous and satisfactory union, yet 'real union' might exist without it; and the case of California and other States and Territories on the Pacific was adduced in support of the position. The left wing went beyond the language of the section itself, and declared that no union, real or unreal, could exist without railway communication. Representing this view, Mr Wood moved a resolution asking the Governor to make the construction of the railway a sine qua non of negotiations, and not to submit any conditions to the people for their acceptance which did not include it. This resolution was objected to upon various grounds; chiefly because it proposed unduly to hamper the Governor in conducting negotiations, and because it was asking a House at best quasi-representative to arrogate to itself the right of pronouncing a verdict which the people alone had the right to pronounce. It was for the Governor to obtain the most favorable terms from Ottawa that would be granted and submit them to the people for their acceptance or rejection; and should these terms not include the immediate construction of the railway, a very improbable contingency, it would be for the people, not the present mongrel Council, to decide whether they would elect to join Canada. The resolution, as it deserved, met with little favor. The amendment moved by Mr DeCosmos caused considerable discussion, but received little support. To make it a condition that an interior section of the railway shall be the initial section, in all likelihood ultimately to bear the relation of a branch instead of an integral part of the great trunk railway, was a proposition at once so unreasonable and absurd as to render it difficult to believe that it was made in sober earnest. The single consideration of expense in moving materials from the seaboard to the proposed place of construction would alone put the scheme out of the question. As was so clearly pointed out by the Chief Commissioner, the railway condition was advisedly couched in the most general terms, as it must be left to those who supplied the capital to select the best site for the line as well as for its terminus. The opinion of the Chief Commissioner upon such a subject is entitled to no little weight; and it was most satisfactory to hear that gentleman state that he not only believed the Canadian Pacific Railway to be a Dominion and Imperial necessity, but that he regarded it as an eminently practical undertaking—one which would be pushed to completion much sooner than most persons appeared to think; and, moreover, that the cost of its construction would not exceed two-thirds of that of the Union Pacific. While it was his decided opinion that the railway would follow down the valley of the Fraser, he still held that it would be highly improper to attempt to bind the Dominion Government to any particular route or termination. In these views the house very generally concurred, and hence the section was sustained and passed, as accompanied by only one amendment, and that was the recommendation moved by Mr R. Bon, asking the Governor to have that link of the great trunk road of the colony lying between Yale and New Westminster included in the coach road which the Dominion Government is required to construct within three years from the date of the admission of this colony. That the recommendation will be complied with by the Executive may reasonably be inferred from the large official support it received in the House. Indeed, it is difficult to conceive how reasonable a proposition can be rejected. It is surely not less important that a wanting link in the very centre of settlement and commercial traffic should be supplied than that the trunk road should be extended beyond the present confines of both. Even now the break in land communication between the seaboard and the interior is a felt evil. How much more would it be so under the new conditions superinduced by impending changes? To supply that wanting link would appear to be a necessity, considered altogether apart from the immense local development which it could not fail to promote. The construction of that section of the great trunk highway would open up and develop a rich agricultural district, capable of contributing greatly towards supplying the demand created by the larger Dominion works on this side of the continent. In no sense should it be regarded in a local light. Essential a part of the trunk coach road from the seaboard to the other side, it lies in all probability, on the track of the railway, and it would be a grave mistake to leave it out of the conditions. It must not be forgotten that navigation between Yale and New Westminster is

indifferent at best, and is absolutely suspended during four or five months in the year. It would never do, therefore, to be solely dependent upon water communication at a time when large public works are being carried on both on the seaboard and in the interior.

New Advertisements.

A CARD.

VICTORIA, B.C., 10th March, 1870.

MR. BISHOP HAVING STATED TO
M^r. J. NATHAN, JUNTH, HOLDING MY
Power of Attorney during my absence from the
Colony of Victoria, B.C., 18th March, 1870.
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THE BRITISH COLONIST.

Saturday Morning, March 19, 1870

Shipping Intelligence.

PORT OF VICTORIA, BRITISH COLUMBIA.

ENTERED

March 18—Star Emma, Eversbank, Burrard Inlet

LIBERATED

March 18—Star Emma, Eversbank, Burrard Inlet

Legislative Council.

THURSDAY, March 17th, 1870

COACH ROAD AND RAILWAY.

Mr DeCosmos in a very elaborate speech reviewed the railroad scheme proposed by the Government, complaining of its indecency and giving it as his opinion that the road would not be built as soon as hoped for, and stating from his knowledge and belief that the route through which this road would pass possessed less favorable facilities for its construction than did the Pacific and Atlantic Railroad constructed through the United States, and that the cost would reach 150 million dollars. He further spoke at some length on his proposition to embrace in the Terms the commencement of a railroad from Yale to Kamloops Lake to be completed in 5 years.

Mr Holbrook supported the motion of the hon member for Victoria District. He thought the expenditure of one million a year on a road east of the Cascades would be of much greater advantage to this Colony than to commence at the seaboard. Mr Ring said he thought the Council were discussing the desirability of having a railroad from Canada to British Columbia; he was not aware that they were discussing an engineering scheme. He approved of a simultaneous construction at both ends and also a simultaneous survey, but he now apprehended that they were discussing the topography of the route. He thought discussing collateral contingencies a waste of time at the present.

The Chief Commissioner said he thought he had made himself perfectly clear in his statements yesterday. He seemed however to be misunderstood by the hon member for Victoria District No 2. The scheme he proposed was general. Nothing was said of the route. The belt of survey over which the road would pass being four or five hundred miles wide, anything like locality was avoided. He did not expect the Dominion Government would undertake directly its construction. It is not the way such works are now done. The most natural and proper way is to assist a company. Such works by a government were looked upon as a fallacy. Why should we state that the road should commence at Yale when we do not know that the road will come to Yale at all? He would not go so far as the hon member for Victoria City did yesterday in saying that the Government scheme was a railway.

Dr Helmcken—That was my own private opinion.

The Chief Commissioner—I am glad to hear that it is not the mind of the government (He the Chief Commissioner) understood that an impression had been made upon the public mind that the paltry sum of one million dollars a year would take long time to build the railroad. If the road was taken hold of it would not be one million a year but, perhaps, twenty million. Could it be supposed that the parties who undertook to build this road would prolong it a great number of years? The road would not pay anything until it was completed. The one million a year was a mere nominal sum to secure a commencement.

Mr Robson said the objection to commencing the railroad at Yale would be the cost and difficulty of transporting the material from the seaboard. A great portion of the year the navigation of the river would be closed to steamers.

Mr Drake said the clause was the pivot of the whole scheme. He hoped hon members would remember that hereafter, This railroad was a gigantic undertaking and would cost more than the empire debt of Canada at the present time. We are told that we are not to accept union without this condition—[no! no!] from several—Well, that seemed to be the general opinion of this Council. Let us suppose Canada accepts the Terms; what guarantee is there that she will fulfil them? Canada will rule here under the form of government that is to be imposed upon us just as we are now ruled by our present government. It is three years Canada refuses to carry out the conditions how are we to enforce them? Rebellion is not to be thought of, and what other means will we have of getting out of the Confederation? We may suffer from any amount of dissatisfaction, but we cannot get out—we are bound to all eternity. There should be a penalty of \$50,000 attached.

A Member—How could we enforce the penalty?

Mr Drake—How can we enforce any of the conditions? The only way is to have some security.

A Member suggested the endorsement of President Grant.

Mr Drake said that would do. He thought Canada was too poor to guarantee such a work as this. She had to go to England for a guarantee for £300,000 to pay for the Northwest Territory. It had been said that the Canadian statesmen were of unbounded ambition, and he did not know how far that unbounded ambition might carry them.

Mr Robson said he would not condescend to reply to the aspersions cast upon Canadian statesmen. Such remarks could only come from those who know least about the men they malign. He was a Canadian, and was proud of being one; but in this matter of making Terms of union he would be as exacting as any member of this Council. He would have all the conditions well understood, and would have them put in black and white; but he would ask no endorsement from any other source. When this agreement is completed between British Columbia and Canada, we would have the endorsement of the Queen by her proclamation. It was not true that if Canada repudiated we would have to remain in the Union. The Imperial Government would never permit any such gross wrong and violation of the conditions of its own scheme. If we had not the guarantee of the Imperial and Canadian Governments we might listen to such expressions of doubt. The remarks about Canada seeking England's guarantee for the purchase money of the Red River country, reveal an equal amount of ignorance. The Provinces of Ontario and Quebec alone had over four millions of dollars now lying on deposit; but it pays the government to borrow money from England at a low interest that they may get a larger interest for their loan.

Mr Wood said this was, beyond all question, the most important of all the Terms, and it behaved us to be most careful as to the security. He, with much warmth, pointed out the danger of trusting Canada and suggested the probability of a change of

government, the possibility of a new Ministry repudiating the acts of their predecessors. That this could be only a colony of Canada and the government influence could at any time get a vote of this legislature to release them from the fulfillment of the conditions. He characterized the idea of an Imperial guarantee as ridiculous. This road, in his estimation, could be of no service to England except as a military road, and her people would scoff at the idea of guaranteeing such a scheme. He doubted Canada's accepting the terms and thought they would come back to this colony born of this most important condition, and of course the government, as it will be constituted, will have power to cause any terms to be accepted. The hon gentleman moved an amendment making the railway a sine qua non of union, and concluded his remarks by saying the condition which he most preferred to see was not embraced in the scheme. That was constitutional power. Give us power of legislation and he would accept Confederation to-morrow.

Mr Wood gave notice to move on Monday an Address to His Excellency the Governor to insert in clause 4 in the Terms of Union, "That the Admiralty Judges be paid by salary."

Mr Wood gave notice to move on Monday a resolution regarding the tariff under Union; also a resolution regarding excise under Union.

Mr Alston gave notice to move on Monday the reading of the bill to amend the School Ordinance.

The Council went into Committee of the Whole on the Terms of Confederation, Mr Ball in the Chair.

CLAUSE 14, ELECTORAL AND SENATORIAL DISTRICTS.

Mr Holbrook moved to strike out the words "if any" in the fourth line. Lost.

Mr Humphreys moved that the first senator be nominated by the local Legislature, Lost.

CLAUSE 15, EXECUTIVE CONSTITUTION.

Mr Humphreys moved "That the Council recommend that simultaneously with admission into the Dominion, Representative Institutions and Responsible Government be inaugurated in the colony."

Upon which lengthened debate arose, pending which the committee rose and reported progress.

Council adjourned till 1 p.m. on Monday.

THE CANADIAN PREMIER.—It may not be altogether uninteresting to know in what estimation Sir John A McDonald, Premier of the Dominion of Canada, is held by our powerful neighbor. The New York Herald, a paper not apt to take too favorable a view of anything pertaining to Canada, is referring to the proposed visit to Ottawa of H R H Prince Arthur, says—Probably the foremost of those who will do the honor will be Sir John McDonald who, as Premier, may be said to be the head, body and tail of the Dominion Government. He is a man of great personal popularity all through the British Provinces, and as a constitutional lawyer and political manager has rare and consummate skill. He deals with men as he finds them and by shrewd manipulation seldom fails to accomplish his object. His political opponents during one session of Parliament are often found on Sir John's side at the next session. He holds dearable offices temptingly before grasping aspirants—often found among his political opponents—and when prudence requires them to be disposed of he rarely fails to gain point in their distribution. His great power lies in his ability to manipulate men, and by an ingenious use of all the vast patronage at his command he rarely fails in his combination. In England Sir John would have been the Disraeli of Parliament—his equal in ability and his peer in political management. Few men work as many hours in the day, or accomplish as much in the same time. His vitality astounds even his intimate friends. The amount of work performed by him in a single day is prodigious. Shrewd, cautious, of untiring watchfulness, with a keen and penetrating knowledge of man, such is Sir John A McDonald, Premier of the Dominion Government, who will entertain and delight Her Majesty's son on the occasion of his visit to Ottawa.

Mr Robson said he should oppose the amendment, as this Council was not the proper body to dictate final terms. This Council was only a quasi-representative body and did not fairly represent the people. It would ill become this Council, containing members confessedly representing only their own views and interests, to make any condition a test of union in the sense proposed; that is a right belonging to the people, who have not yet been consulted.

Mr Alston said he should oppose the amendment because this Council could not agree to terms. If he should be a member of a new Council when the final Terms are made he would vote against union without a railroad.

Mr Robson said we want the railway independent of the communication which it would give us with Canada. The only basis of union that can keep the country together is one common feeling of interest. If Canada will do all she can to advance the interests of this colony, then there will be a union more permanent than could be effected by a railroad—she will gain the affections of the people of this colony. He would say now as he had before; he did not think there was so much danger from Canada as there was from the people themselves. Any terms that came from Canada might be made to appear good or bad by one side. The railway was an essential point—it was essential to Canada and it was essential to us. The Canadian Government could not do a better thing with four millions locked up in their iron cheques than to build a railroad from Fraser River to Kamloops.

Mr DeCosmos said he was pleased to hear such remarks from the hon. member for Victoria City. He thought we should look at this scheme from a local point.

He had one view of opening up this railway and that was the opening up of the country. The road he proposed would cost \$7,000,000 and he thought it might be entertained independently of the great overland road.

The Chief Commissioner said the scheme contemplated a grand overland road. He could not stand up and advocate any local measure and ask Canada to enter into so grand a scheme for the local benefit of this colony. He advocated this scheme as being a grand Imperial necessity to bind together the Dominion. He would not be bound by any special clause in the Terms. He believed that terms could be obtained that the people of this colony would accept. If he could not enter this union feeling that he could nearly co-operate with the people of the Province he would not advocate union at all.

Mr Walker thought the phraseology of the clause did not carry the meaning attached to it. He thought the language did not imply that the One Million should be expended within this colony. He would strike out the words altogether and make the best bargain we could.

The Attorney General said he would get up to defend his English. He said the language meant that the expenditure should be within this colony and it could mean nothing else. He would oppose any local conditions.

He thought the self-interest of the Province he would not advocate union at all.

Mr Robson said he would not condescend

to reply to the aspersions cast upon Canadian statesmen. Such remarks could only come from those who know least about the men they malign.

He was a Canadian, and was proud of being one; but in this matter of making Terms of union he would be as exacting as any member of this Council.

He would have all the conditions well understood, and would have them put in black and white; but he would ask no endorsement from any other source.

When this agreement is completed between British Columbia and Canada, we would have the endorsement of the Queen by her proclamation.

It was not true that if Canada repudiated we would have to remain in the Union. The Imperial Government would never permit any such gross wrong and violation of the conditions of its own scheme.

If we had not the guarantee of the Imperial and Canadian Governments we might listen to such expressions of doubt.

The remarks about Canada seeking England's guarantee for the purchase money of the Red River country, reveal an equal amount of ignorance.

The Provinces of Ontario and Quebec alone had over four millions of dollars now lying on deposit; but it pays the government to borrow

money from England at a low interest that they may get a larger interest for their loan.

Mr Wood said this was, beyond all question, the most important of all the Terms, and it behaved us to be most careful as to the security. He, with much warmth, pointed out the danger of trusting Canada and suggested the probability of a change of

government.

Mr Wood's motion to amend the railroad a sine qua non was lost. Yeas—DeWolfe, Holbrook, Drake, Humphreys, DeCosmos, Wood.

Mr DeCosmos' motion to build a railroad

a sine qua non was passed as read.

Clauses 9, 10, 11, 12 were passed without amendment.

Clause 13 was passed, the blank being filled with '1891,' and words added by Mr Wood that the number of members to the Commons shall never be less than 8 and to the Senate never less than 4.

FRIDAY, MARCH 18, 1870

Council met at 1 p.m. Minutes of previous meeting read and confirmed.

PRIVILEGE.

Mr Woods complained that he had been reported incorrectly in the Colonist newspaper. Words had been attributed to him that he had not used. He disclaimed having used the words "political dodge."

ADMIRALTY JUDGES.

Mr Woods gave notice to move on Monday an amendment making the railway a sine qua non of union, and concluded his remarks by saying the condition which he most preferred to see was not embraced in the scheme. That was constitutional power. Give us power of legislation and he would accept Confederation to-morrow.

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